

REMARKS/ARGUMENTS

Reconsideration of this application is respectfully requested.

The rejection of claims 1-6 under 35 U.S.C. §102 as allegedly anticipated by Nishimura '796 is respectfully traversed.

Nishimura '796 deals only with temperature control of catalyst during an ongoing exhaust gas treatment process (e.g., in quickly bringing the catalyst up to operating temperature and maintaining it at operating temperature throughout engine operation).

By contrast, the applicant's invention is directed towards apparatus and method for re-generating an exhaust gas after-treatment device so as to reduce degradation in its ongoing performance thereafter while minimizing possible hydrocarbon poisoning of the catalyst during such re-generation process. Nishimura '796 has nothing whatever to do with re-generation apparatus or method for catalyst of this nature.

Independent claim 1 has been amended above so as to explicitly require a re-generation system for re-generating an exhaust gas after-treatment device. There is no such re-generation system taught or suggested by Nishimura '796.

Accordingly, it is not believed necessary to discuss the further deficiencies of this reference with respect to additional features of applicant's claims at this time.

The Examiner's attention is also drawn new claims 7 and 8. New claim 7 depends from claim 1 and new independent claim 8 is a method claim that is specifically directed to a method

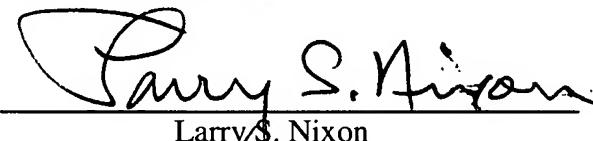
KUBOSHIMA et al
Appl. No. 10/754,560
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for re-generating a catalyst in an exhaust gas after-treatment device while reducing or avoiding hydrocarbon poisoning of the catalyst. The body of this claim recites method steps that are in no way suggested by Nishimura. For example, steps such as detecting a need for catalyst re-generation and then supplying hydrocarbon to the exhaust gas after-treatment device when a need for catalyst re-generation is detected and also while controlling the amount of supplied hydrocarbons so as to maintain that amount at or below an upper limit value that is related to the temperature of the catalyst and that has been determined to thereby reduce or avoid hydrocarbon poisoning of the catalyst. There is no such teaching or suggestion anywhere in the cited prior art.

Accordingly, this entire application is now believed to be in allowable condition and a formal Notice to that effect is respectfully solicited.

Respectfully submitted,

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